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**The Sydney Morning Herald
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Issue 1879-01-20
Page 2

Missing Page



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Issue 1879-01-20
Page 3

Missing Page

THE DARIEN SHIP CANAL

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A reporter of the New York Herald recently had an interview with Nathan Appleton, of Boston, concerning the most recent steps that have been taken in furtherance of the construction of a ship canal across the Isthmus of Darien. That gentleman is president of the International Congress of Commercial Geography held at the Exposition Universelle of Paris, from September 22nd to 30th of this year, in which he said that he had the privilege of attending as delegate of the American Geographical Society, and that the question of the canal was the one which most attracted the attention and excited the interest of those present at the meeting. Of course, the presence of Lieutenant Verel was one of his assistants. His report was materially contributed to by the French Geographical Society, and the French Geographical Society and a mere sketch of their work in preparation was read at the meeting, as they have not yet had time to prepare a letter for the first sitting of the Congress. M. Taisneaux de Bort, Minister of the Colonies and Commerce, presided, having on his right M. Taisneaux, and on his left M. Ferdinand de Lesseps, President of the French Geographical Society and of the Canal de Suez.

many. There were present representatives from the principal geographical societies of the world, as well as from the principal scientific societies, and, among these, especially interested in the subject, were the Academies of Sciences of Paris, Berlin, and Vienna, besides those already mentioned, including the Geological Congress of Turin, which had been sent Messrs. Vial and de Amont. Also present were M. Bierné, secretary of the Academy of Sciences of Paris, and M. de Lapparent, friend of M. de Lesseps; M. Carrié, of an Institute of France; M. de Selve, of the Academy of Sciences of Lyons; M. Gauthier, editor of the *Journal des Débats*; and M. de Selve, of the Academy of Sciences of Lyons. The writer, both delegate of the American Geographical Society and of the American Association of Geographers.

Two resolutions were passed by the Congress, one to the effect "that, as sufficient explorations had now been made to determine the practicability of the canal, the United States should send a commission, with the United States flag, to the Isthmus by expeditions from the United States, to be commanded by a United States officer, his assistants, to enable us to determine the route upon the Isthmus, and to report to the President of the United States, as to the best route for the canal, the International Congress of Geographers, to meet as soon as possible to consider this question, and to report to the President of the United States, the entire world shall speedily be engaged in the construction of the canal, and that the Congress request the governments of all nations to inform their respective Governments of the result of the explorations made by their respective delegates to the Congress."

The other was, "that the United States should be the first to open negotiations with the various countries, should do their utmost, through the

religious societies, boards of trade, and otherwise to promote the enlightenment of public opinion on the inter-oceanic canal, and the advantages which will be derived from the opening of this new mode of communication—advantages so important to the commerce of all nations, that they demand the absolute neutrality of the canal.”

Of course whatever M. de Lesseps may have to say about the proposed canal carries far more weight than the words of any other man, and so I am glad to quote to you some of his remarks at the opening of the Congress. “I have often been told,” he said, “that the Congress . . . I have would injure the Suez Canal, but I myself have thought so. To begin with, I am the avowed enemy of the canal, and I have no right to say so. . . . The proposed ship route will contribute to the prosperity of the Suez Canal by tending to increase general navigation.”

Again, the idea seems to be gaining ground that a canal of this kind is impracticable, but that it would be possible to construct one that would be profitable at all points, as well as the expense. M. de Lesseps says that a canal with locks must be a ship canal, for locks of 150 to 200 feet in length would not even then be adapted for the largest vessels. He says that it is necessary to keep in order the locks, and that this would be a serious expense, and would be exposed to injury, and would seriously interfere with navigation. A canal

entirely open, it is impossible to construct one. The two routes of communication by ship navigation, the Gulf of Mexico and the Gulf of California, have the advantage of being very short, as they are only seventy kilometers, one with a tunnel of forty kilometers, and the other with a tunnel of thirty kilometers. The Suez Canal, which is 163 kilometers long, is 163 miles long. The cost of the canal is 455,000,000 francs (39,008,000 dollars). The Suez Canal, a barge canal, with a tunnel costing 300,000,000 francs, was entirely constructed on a capital of 100,000,000 francs, and this was the result of the investment of 100,000,000 francs. I have consulted Mr. Levalley, he added, and contractors who had charge of the principal part of the canal, the Suez Canal, the dredging, building the breakwaters, quays, and locks, and his opinion as to the practicability of a tunnel for a ship canal. He said, "I can make them one for railroad purposes," was his reply, "and for the works can now readily be carried on the land, as the land is very low, and the view of the Suez Canal and the project of the canal, as proposed by the Suez Canal and the manager of the company, and he knows what he is talking about. The success of navigation in the Suez Canal, which was opened in 1859, has been wonderful, and it has been the cause of many changes in navigation from wood and sails to iron and steam. The share of the company which was issued at

are now quoted at over 800 francs a ton, and the exports are being paid. In a word, the canal to-day is not only a commercial but also a financial success, and there is no reason to apprehend why it should not be likewise with the American canal. The American canal is now being proposed to be organized by the Grand International Committee, and it is proposed to decide definitely upon the route of the canal. For this he is only willing to leave all the reports in order, which he is now completing at the next session.

I know how much he counts upon the friendship and cooperation of the Government and people of the United States. He trusts that to the meeting of the committee will come not only the American naval officers, who have been so successful in their operations, but also the results and the reports of the American naval officers, and the results and the reports to whom I can say the highest possible tribute. He trusts that the meeting of the Congress, but also representative men of business, of finance and commercial geographers, who will be able to help him in the development of the project. The committee are looking for three phases of the project. The first phase is to develop the canal for a month or more and treat the subject most exhaustively, so that there shall be no mistake. So far as is possible as to the second phase, he is looking for the results of the work organized. "We will be the most important part of the organization." "We will be the time to form the company of the Appleton." "While this should be an international company, the

of the St. Louis Canal, but hesitate to express much opinion on my present opinion. I am, however, of the opinion that the office should be at Paris, alongside of or opposite the main building of the Stuez Canal, and with M. de Lesseps also as its first president. His exceptional experience in everything connected with the canal, and his financial and political culture will be of inestimable value, and what it is certainly his due, if he wishes it, to be the promoter and managing adviser of the work. No one else could do this. As soon as the work begins, it should be not live to see it through, and it would be a pity to notice what he has already done for the progress of his race. As the canal will eventually be of more importance to the United States than to any other one nation, we should not neglect to express our views on the subject to its construction and management, and for this there might advantageously be a branch office in New York; but Paris, I repeat, is the best place for the central office. As to the question of the French and English in America; we must look to Europe for that, and to France for a very large part to start with. Their national policy in the success of the Stuez Canal will offer them every good reason to be satisfied with the result. As to the French and English, I must frankly say that I do not think in the financial world the French have their equals or equals, and the laws of the land are admirable for

and bonds can be issued in francs, dollars and pounds, at fixed rates; or, better still, at so many grains of gold, mints, time and place, and there would be no question of the interest or principal being paid in silver, copper, or tradeable paper. In conclusion, then, I can say that we may safely expect to see the construction of the American Inter-oceanic Canal added to the many wonderful exploits and events of the nineteenth century." In response to other questions Mr. Appleton said that the route which Lieutenant Vasey considered to be the best one was that which runs very near that known as the Gorgeza.

It was generally thought at the Congress that Lieutenant Vasey's route was the best, and the only one to be proposed. The highest possible tribute was, however, paid to the explorations and surveys of Commanders St. George and Lull. When asked who were or who would probably be the most successful of the enterprise, Mr. Appleton said, "They have no competitors. The work of de Losseps will startle the matter early in the spring, as soon as the detailed report of Lieutenant Vasey is finished."

POLICE.

At the CENTRAL POLICE COURT, on Saturday, Jan.

LOW NOTICES.

INSOLVENCY COURT.

Monday, January 20.—Holliday at Supreme Court. Before the District Commissioner: A Mortgage; Francis Kewin Harty, and only.

Tuesday, January 21.—Before the District Commissioner: As Mortgage; Henry Hart, first and only; at County, Midland, Lucy, third.

Wednesday, January 22.—Before the District Commissioner: As Mortgage; John Davison, third; at County, Midland, same; at Murrunund, John Henry Adams, first and only.

Thursday, January 23.—Before the District Commissioner: As Mortgage; John Thomas Arthur special for proof of debt.

Monday, January 24.—Holliday at Supreme Court. Before the District Commissioner: As Mortgage; John Thomas Arthur special for proof of debt.

Tuesday, January 25.—Before the District Commissioner: As Mortgage; John Thomas Arthur special for proof of debt.

FURNACE.—Mrs. S. A. Allen's World's Hair Restorer the Genuine only in Pink Paper Wrappers never fails to restore gray hair to the youthful colour, imparting to it new life, growth, and lustrous beauty. Its action is certain and thorough, quickly banishing greyness. It is not a dye. It ever proves itself the natural strengthener of the hair. Its superiority and excellence are established throughout the world. Wholesale of E. L. B. B. and Co., Sydney, and retail of all Chemists and Perfumers. **Ask about the Coinset.**—ADP.

9

NEW GLASGOW.
PARAMATTA JUNCTION.
ANNUAL ANNIVERSARY DAY SALE.
NEXT MONDAY, January 27.
ON THE GROUND.
FREE RAILWAY TICKETS
may be obtained at the Land Sale Rooms
154, Pitt-street.

MILLS and PILE will sell by auction, on
January 27th,
at half-past 5 o'clock,
about 300 **BUILDING ALLOTMENTS**
in the TOWNSHIP
of **NEW GLASGOW.**
The Allotments have frontages of 66 feet each
of 200 feet, fronting streets a chain wide.
BLACK & STEIN.
THE AUCTIONEERS.

CLYDE-STREET.

A large portion of this **FINE PROPERTY** has disappeared and Building is now in progress. The doubt but that in a very short time this will be a fine residence. Sydney, as large as the **WORKS** are contemplated in the immediate vicinity.

FREE TICKETS for all down trains up till 3 application.

LITHOGRAPHS now ready, and can be obtained from the Auctioneers.

154, Pitt-street, opposite Post Office, or at the **Seaburn Office, 25, Regent-street, on Wednesday Evenings, 7 to 9 p.m.**

For Positive Union and Sale
(to close partnership accounts).

That extensive Brick-and-Cottin Station,
ABERPOOL,
situated in the New England District, about thirty

GRAIFFINS and **WELVER** have received the highest award for their water polo team, the Aberdeen Water polo team, at the Exchange, Sydney, on **THURSDAY, 19** 1979, at 12 o'clock.

The above well-known cattle property.

This splendid breeding run contains an area of about 100 acres of well-grazed open ridges and flats, watered by the Aberfeldy River, and is a well-known and well-established property.

The best consignment of about 8000 cwt wellbred cattle having been exercised in their management for many years and expanded in introducing from time to time of the best bull.

The improvements comprise at head station new cottages, kitchen, store, stable, men's huts, and cattle buildings, yards, &c.

Also, a new, state-of-the-art, free-roamed cattle yards, cultivation and weeding paddocks.

This station being for absolute unreserved sale, a

FOR POSITIVE SALE.
KATANDRA STATION,
Mitchell District, Queensland.

GRIFFITHS and WEAVER have received instructions from the Hon. Louis Hope to sell by auction, Exchange, Sydney, at noon on THURSDAY, the 28th 1879,

His great fattening station,
KATANDRA,
comprising 15 contiguous blocks of country
dividing watershed of the Thompson and
Rivers.

This run contains an area of about 960 square miles.
The country is of the richest description, all unsurpassed in
consisting of grass and open rolling prairie, intersected

[illegible]

FOR POSITIVE SALE.

NEW ENGLAND DISTRICT.
STONHENGE AND GRAHAM'S VALLEY STATIONS.

with about
4000 choice Cattle, mostly Herefords
5000 large-framed, mostly
200 Horses.

Also,
CLAIRVAUX STATION,
with about
1500 well-bred Durham Cattle
8000 first-class Horses
100 Horses.

GRIFFITHS and WEAVER have received a
consignment of 2000 to 2500 choice
calves, Sydney, on THURSDAY,
12th inst., at 12 o'clock.

The following well-known shadings—
Lot 1.—STONHENGE and GRAHAM'S VALLEY
prising an estimated area of about 100,000

The IMPROVEMENTS embrace comfortable horse
buildings, splendid carriage, woodshed, stables, barn
and paddocks, 16 acres under cultivation, &c. &c.
The stock to be sold with these runs number
about 4000 highly-bred cattle, mostly Here-
ford superior and of the best quality, &c. &c.
A large number being cross-bred from import
and 200 horses.

Let
15000 acres of NEWLY, situated on the no-
rth-west corner of NEWLAND, and contains an
slope of 2000 acres of splendidly graded open coun-
try by the Severn River and numerous permanent
The improvements are substantial and complete
new brick-built family residence, out-offices, barn
paddock, cultivation paddocks, carrying 25 acres under
cult. The sale runs as follows:-
About 1500 head of quiet well-bred cattle,
Durham
8000 superior sheep
100 horses.

favorably situated stations. They command a large first-class well-growing country, in a district that is little from drought or other extremes of climate, and the stock to be sold with each is of fine character. Early inspection is invited.

For prices of the runs and for further particulars, apply to

GAFFNEY AND WEAVER

FOR POSITIVE SALE.

NEW ENGLAND DISTRICT.

STONEHENGE AND GRAHAM'S VALLEY STATIONS
with about
4200 Shove Cattle, mostly Herefords
8000 large-framed sheep

Also,
CLAIRVAUX STATIONS,
with about
16000 well-bred Durham Cattle
5000 first-class sheep
100 Hens

GIFFTHS and WEAVER have received from the **THE TRUSTEES**, to sell by auction at 14, Sydney Street, on **THURSDAY, 11th JANUARY, 1890**, at 11 o'clock, the following well-known estates—
Lot 1.—STONEHEDGE and GRAHAM'S VALLEY, a large, well-wooded estate, containing 100 acres of good country, abundantly watered in the direct stream of the **WILLAMORE**, and containing a large number of the **IMPROVEMENTS** herein comfortable house, with splendid garden, croquet, stable, barn, paddocks, 50 acres under cultivation, &c.
The stock to be sold with these runs number about 8000 highly bred cattle, mostly Harbourside, 8000 superior wethers, and 1000 horses, and a large number being crossed from imported and pure-bred horses.
Lot 2.—CLAIRVAUX, situated on the noted water-course of the **WILLAMORE**, and contains an area of about 300 acres, splendidly grassed open country, watered by the **WILLAMORE**, and numerous paddocks, &c.
The improvements are substantial and complete, and new brick-built family residence, out-offices, large paddocks, &c.
The **WILLAMORE** is a fine stream, and the water is pure and abundant.

THE

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And. &c. With this run will be sold
about 1870 head of quiet well-bred steers, principally
" 6000 sheep
" 100 horses.

The attention of capitalists is directed to the sale of the following valuable stations:
A large class wool-growing station, in a district that suffers from drought or other causes of climate, are very valuable and the stock is of a very high class.
Early inspection is invited.
For plans of the runs and further particulars, apply to
GEOFFREY DICKSON & WATKINS,
SHEPHERD BUILDINGS, WAVERLEY.

SURETY MILLS.

MESSERS. BUELL AND CO., have been favoured with instructions from the proprietor, Mr. Snel, of purchasing business, and all kinds of machinery, on the 2nd THURSDAY, the 23rd day of January.
The truly valuable lease of that well-known and highly respected and favourably renowned hotel, the Anchor, corner of Liverpool and Riley streets.

day

ment of a large and profitable trade
business; on board, though the house is
not carrying on an extensive business in
providing accommodation for the large
population of this crowded port of the
prospect is as the most comfortable
and the culinary arrangements are all
possibility be desired.

BUER and CO., 117, E.
In the Supreme Court of New South Wales
16th January 1891.

HALL and ANOTHER v. DALL.

ON FRIDAY, the twenty-fourth day of
instant, at noon, unless the writ of Habeas
corpus be obtained, the case of *HALL and
Another, the Comptroller Hotel, King-street, Sydney*
one. Three shillings.

Verdict, *acquit*.
— CHARLES COWLEY.
